MR. SPEAKER : Tomorrow we shall be discussing about the flood situation. You will get a chance then.

(Interruptions)

SHRI INDRAJIT GUPTA : Sir, these are truly very very serious tragedies which have occurred, one at Ujjain and one at Haridwar...*(Interruptions)*

SOME HON. MEMBERS : No, Sir, three. Chitrakoot also.

MR. SPEAKER : Please listen to the Home Minister. If you are serious about the matter, then you should listen to the Home Minister

(Interruptions)

MR SPEAKER Please sit down. This is not the way. We are all concerned about this. The Home Minister is going to make a statement. You should have the patience to listen to him.

SHRI INDRAJIT GUPTA . Sir, we propose to obtain, as soon as possible, the fullest information from both the State Governments. Although one of them is not under President's rule but because of the very heavy loss of life which has taken place, we will obtain information from the Governments of both Madhya Pradesh and Uttar Pradesh, which is under President's rule. These are matters of serious concern for the whole country. It is obvious that there has been some mismanagement and some lack of proper precautions being taken by the authorities But we must obtain all the facts and I hope that by tomorrow I shall be able to make a detailed statement in the House on both these tragedies *(Interruptions)*

MR. SPEAKER No, it is enough. You cannot expect the Home Minister to explain everything just now. The Home Minister has promised to make a statement.

(Interruptions)

MR. SPEAKER · No, this is not the way. I cannot allow you When I am standing, you should sit down Please sit down now This is not the way to behave

(Interruptions)

[Translation]

SHRI VINAY KATIYAR (Faizabad) : It is very strange It is yesterday morning's incident.. *(Interruptions)*

[English]

MR SPEAKER . Nothing will go on record.

*(Interruptions)**

MR. SPEAKER : Hon. Members, this is a very serious matter.

(Interruptions)

MR SPEAKER · Please listen to me I fully share the sentiments expressed in this House. It is a very tragic incident The Home Minister will make a statement tomorrow after getting full facts.

* Not Recorded

On behalf of the House I would convey the condolences of the whole House to the members of the bereaved families.

[English]

MR. SPEAKER : Now Shri Ram Vilas Paswan may present the Railway Budget.

(Interruptions)

SHRI RAM NAIK (Mumbai North) : Sir, I am on a point of propriety. Hon. Prime Minister should have been present in the House when the Railway Budget is being presented. He is not present now. It is a matter of courtesy to the House that he should be present ...*(Interruptions)*

SHRI PRAMOD MAHAJAN (Mumbai North East) : Sir, it is for the first time like this. It has never happened earlier All Prime Ministers were present when the Railway Budget was presented. It has never happened in the past like this ..*(Interruptions)*

SHRI SURESH KALMADI (Pune) : It is not the correct situation. Last time the Prime Minister was not here...*(Interruptions)*

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : The new Government is going to present its first Railway Budget and the hon Prime Minister is not present in the House.

[English]

SHRI RAM NAIK . Sir, it is a point of propriety. In the meantime you allow us to raise other issues here during Zero Hour....*(Interruptions)*

SHRI SOMNATH CHATTERJEE (Bolpur) . I am also on a point of propriety They held to power without majority for 13 days. .*(Interruptions)* They are giving lectures...*(Interruptions)*

MR. SPEAKER . I am told the Prime Minister is coming.

(Interruptions)

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) . Sir, should I wait for the Prime Minister or should I start? ...*(Interruptions)*

MR. SPEAKER : You start.

(Interruptions)

[Translation]

SHRI PRAMOD MAHAJAN : There is no Railway Budget in Karnataka.

[English]

SHRI ANANTH KUMAR (Bangalore South) : Sir, the train is late because the driver is late ...*(Interruptions)*

THE PRIME MINISTER (SHRI H.D. DEVE GOWDA) : He comes from the South to the North....*(Interruptions)*

[Translation]

RAILWAY BUDGET 1996-97

12.18 hrs.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Speaker, Sir, I rise to present the Budget Estimates for 1996-97 for the Indian Railways

On 27th February, 1996, the previous Government had presented an interim budget. At that time, approval for 'Vote-on-Account' for the first four months of this financial year for railways' expenditure was obtained

Mr. Speaker, this is the first Railway Budget of the United Front Government. On the one hand, I praise the vastness of the railways, its contribution to the nation's progress alongwith the efficiency of railway employees; on the other hand I would like to present before the august House the challenges and difficulties which the railways face.

The United Front Government assumed office on 1st June, 1996. As a result, I had very less time to present the Railway Budget. During this short period, I tried to talk to more and more Hon'ble members and visit various States to know their problems. But despite my best efforts, I could not discuss the problems with all the Hon'ble members. However, I have tried to understand and solve their problems. I am grateful to Hon'ble Prime Minister Shri H.D. Deve Gowda not only for having guided me in preparing the Railway Budget but also for having supported me all the way.

I assure the Hon'ble members that these efforts would continue and those important projects which could not be taken up due to technical difficulties and want of time, I would definitely consider them in the Supplementary Demands for grants in the next session.

On 16th April, 1853, a railway train reached Thane from Bombay after negotiating a small distance. At the time, no one could imagine that, in future, railways in India will have such an unprecedented growth and would make invaluable contribution to the nation's security, trade, economic progress, cultural integration and secularism.

In 1947 at the time of independence, the rail infrastructure was spread over 54,693 route kilometres. Now this has increased to 62,660 route kilometres. Railways are the main means of transport for the travel of common man and the carriage of goods of daily use. To accomplish this work efficiently, Indian Railways are organised in 9 Zonal Railways, 59 Divisions and more than 7,000 railway stations, with the help of which railways work even in the farthest corners of India.

Indian Railways have a special place amongst all the railway systems of the world in terms of work efficiency, its vastness, financial profits and the number of employees. In the last 50 years, it has increased its output very fast and has made special contribution in the country's economic progress. In 1950-51, it used to transport 1284 million passengers which, in 1995-96, has increased to 4038 million, similarly, in the case of transportation of revenue earning freight traffic, the figure has increased from 73 million tonnes in 1950-51 to 390 million tonnes in 1995-96

Mr. Speaker, Indian Railways run more than 7700 passenger trains and about 5,000 freight trains every day through which they transport more than 11 million passengers and 1.1 million tonnes freight daily To accomplish this task, 1.6 million employees work day and night all the 12 months under the most difficult circumstances. Indian Railways employ assets worth Rs 36,000 crores which predominantly include 6561 electric and diesel locmotives, 33,700 passenger coaches and about 3,00,000 freight wagons

Railways are the transport of common man and have a significant place in satisfying his minimum requirements at the reasonable price They not only have a special place in the country's economic progress but also play an important role in knitting together the country's colourful cultural and religious diversities into one. It is a fact that the railway compartment is like a miniature India in which people of every region caste religion and economic background get together

Mr. Speaker, even after 50 years of independence, there are many backward and undeveloped regions in the country where tribals and people of economically weaker sections live and are not connected by rail The obvious result of this has been that the creditable industrial and economic progress seen by the other parts of the country has not even touched them. It is an irony that in India there are still some people who despite the presence of railways for 143 years have not even seen it

In this context, our thought specially goes towards the North-East region where some people even now seem detached from the country's mainstream To some extent, their anger and dissatisfaction regarding railways is justified. In this region, all the state capitals excepting Assam are not even connected by rail-where is the question of Rajdhani Express going to them?

The main reason for this unsatisfactory situation is that whenever the question of laying rail infrastructure in this area arises, the projects are rejected as they are found to be financially unviable. The second reason for this has been the perpetual shortage of resources with Indian Railways. The truth is that these projects cannot become remunerative until the process of industrialisation and economic development starts in these areas. The industrialists will set up industries only when electricity, communication and rail transport

is available. The conundrum of whether the hen came first or the egg came first force this area to remain as it is. The only solution to this problem is that railway's infrastructure in these areas should be organised with Government help even though this may involved financial aid by the State Government and the Central Government. Even the foreign Government of the British had understood this fact and from 1853 to 1900, they built 40,000 kms. of rail track whereas between 1947 to 1995, we have constructed only 8,000 kms. of rail track. Even now, the budgetary support given by the Planning Commission under which new lines are constructed, is fixed at only Rs 200 cr. only for a year through which only less than 200 kms of new rail track can be constructed in a year

Mr. Speaker, in discharing their social responsibility, the Indian Railways have incurred a loss of Rs.1216 cr. in passenger services and carrying essential goods. In practically, all countries of the world, railways are suitably compensated for bearing such social responsibilities, but Indian Railways mostly bear it themselves.

There is a general feeling that Indian Railways are paying dividend to the General Revenues at a very low rate, i.e. 7% and there is an element of financial help inherent in it from the side of the Government. Mr. Speaker, I would like to remove this impression. For 1995-96, Indian Railways propose to pay a dividend of Rs.1361 cr. If we add the money spent by the Railways on social responsibilities, then the interest on the Capital would work out to 12.5% which will not only be better than the rate of dividend given by other public sector units but would also be better than what is paid by other railways in the world.

It is a matter of satisfaction that for the past few years Indian Railways by themselves are generating resources to meet more than 50% expenditure on developmental works. Another 35% comes through other methods like borrowing from market by Indian Railway Finance Corporation (IRFC), BOLT -Build, Own, Lease, Transfer- and Own Your Wagon Schemes As these funds are raised at market rates, the cost of capital is very high and it is difficult to invest money in projects which give less than 14% return Consequently people of backward areas are deprived of railway lines

Mr Speaker, India is a welfare state Our Government is committed to the upliftment of poor and to improve the standard of living of people residing in backward and undeveloped areas. To fulfil this commitment, Indian Railways has to mobilise more funds This would be done to take up the rail projects in backward areas which would result in expansion of rail network in remote regions; this will act as a catalyst for further development of that area and people of these region would also be joining the main stream of the country. This will further result in creation of more employment in these areas resulting in improvement in the standard of living of the poor.

In 1994-95, Indian Railways loaded 365 million tonnes of revenue earning freight traffic. In 1995-96, there was a record increase in freight loading and 390 million tonnes of revenue earning freight traffic was loaded. Increase of 25 million tonnes in one year's loading is better than any increase in the previous years. This loading was also better than any increase in the previous years. This loading was also better than the revised target of 1995-96

In passenger traffic also, the regression of the previous years was left behind and the same was better than the revised target As compared to the previous year, there was an increase of 123 million originating passengers.

The financial performance of the Indian Railway in 1995-96 was unprecedented and set new standards The records established in the growth of goods and passenger traffic had a favourable impact on the financial well-being of the Indian Railways. Railways not only provided Rs 1361 cr as dividend to the General Revenues but have also increased their excess from Rs 2318 cr as per Revised Estimates, to an actual 'excess' of Rs 2577 cr The gross traffic receipts are also expected to be Rs.22241 cr., which will be an improvement on Rs.22175 cr as shown in the Revised Estimates. On the other hand, strict control was shown in restricting the ordinary Working Expenses. This is likely to be better than Rs.14590 cr shown in the Revised Estimates. Spending less than the Budget Estimates despite payment of interim relief, increase in pension and other post-budgetary increases in the financial year reflected a financial discipline which has emerged as a bench-mark for the Indian Railways and requires to be praised Their Operating Ration has also improved from 84.6% projected in the Revised Estimates to 82.5%. In this financial year also, the railways will help the Ministry of Finance by not only making full payment of dividend but also by increasing their contribution to the various Funds maintained by the Ministry of Finance by an amount of Rs 759 cr Railways had also maintained a strict control on net drawal of funds kept with the Reserve Bank of India and at the end of the year had a credit balance of Rs 908 cr I am sure that with all this, my friend, the Finance Minister, will be extremely happy and would agree for more budgetary support to the Indian Railways with an open heart

The target for loading of revenue earning freight traffic for 1996-97 is 410 million tonnes which is 20 million tonnes more than the actual loading of 1995-96 We have statistics for the first three months which are encouraging and give us hope that this target will be achieved.

Similarly, we also hope to achieve the target of 4% increase over 1995-96 actual figure of originating number of passengers.

To start new services, the major challenges faced by the Ministry of Railways are to construct new lines, gauge conversion and procurement of sufficient rolling stock. For the satisfaction of the common man, all these three are complementary to each other and must for the rail transport. Imbalance in any of these three will result in dissatisfaction and the railways will not be able to fulfil the people's demands. The Hon'ble members have discussed their demands, however, due to lack of sufficient resources, it will not be possible to meet all these demands Still I have tried my best to fulfil their demands to some extent by starting some new trains, increasing the frequency and extending the run of some of the existing trains In 1996-97, we would introduce the following new trains

(i) Rajdhani Express between New Delhi-Patna via Lucknow.

(ii) Rewa-Bhopal Express

(iii) Bikaner-Merta Road Link Express to Howrah

(iv) Bangalore-Hubli Intercity Express (in lieu of Shatabdi Express)

(v) Kalka-Shimla (NG) Shivalik Deluxe Express

(vi) Jaipur-Madras Weekly Express

(vii) Delhi-Ahmedabad Ashram Express (BG)

(viii) Delhi-Ahmedabad Mail (BG)

(ix) Ahmedabad-Jodhpur-Bikaner Express

(x) Secunderabd Guntur-Vasco-Da-Gama Express (via Dronachellam after gauge conversion)

(xi) Guwahati-Tinsukia Expresss

(xii) Patna-Kula Tri-Weekly Express

(xiii) Howrah-Bolpur-Rampurhat Express (By cancelling Rampurhat-Barddhaman Passenger)

(xiv) Ramnagar-Moradabd Link Express to Delhi

(xv) Gorakhpur-Darbhanga Express via Chhitauni-Bagaha Link

Mr Speaker, Sir, the House will be happy to note that in fulfilment of the long standing demand of the public, a night train has been recently started between Amritsar and Jammu Tawi and in order to link Delhi Jaipur Express, a link train has been introduced between Jaipur and Ajmer in both directions.

Frequency of the following train is proposed to be increased :

(i) 6043/6044 Madras-Patna Express from weekly to bi-weekly

(ii) 5209/5210 Barauni-Amritsar Janseva Express from bi-weekly to triweekly.

(iii) 6339/6340 Nagercoil-Mumbai CST Express from weekly to tri-weekly.

(iv) 6045/6046 Madras-Ahmedabad Navjeevan Express from six days' a week to daily

(v) 8301/8302 Hazrat Niamuddin-Sambalpur Hirakund Express from triweekly to four days a week.

(vi) 8403/8404 Puri-Ahmedabad Express from weekly to tri-weekly

(vii) 3045/3046 Howrah-Guwahati Sarighat Express from weekly to tri-weekly.

(viii) 7003/7004 Howrah-Secunderabad Falaknuma Express from tri-weekly todaily

(ix) 4863.4864 Jodhpur-Lucknow Marudhar Express from tri-weekly to four days a week.

(x) 5205/5206 Delhi-Muzaffarpur Express from bi-weekly to four days a week

The run of the following train will be extended

(i) 4247/4248 Kurla-Varanasi Pawan Express upto Muzaffarpur

(ii) 5011/5012 Cochin-Gorakhpur Express upto Barauni once a week

(iii) 5089/5090 Gorakhpur-Hyderabad Express to Bangalore once a week.

(iv) Bi-weekly 4007A/4008A Delhi-Samastipur Express upto Raxaul (diversion from Muzaffarpur)

(v) 4259 4260 Durg-Varanasi Sarnath Express upto Chhapra.

(vi) 2479/2480 Hazrat Nizamuddin-Castle Rock Goa Express upto Vasco-da-Gama

(vii) 5427/5428 Sonpur-Banmankhi Hariharnath Express (MG) upto Katihar

(viii) 4673 4674 Delhi-Muzaffarpur Shaheed Express upto Darbhanga on four days a week

(ix) 5659/5660 Howrah-Guwahati Kamrup Express upto Tinsukia

(x) 4055 4056 Delhi-Dimapur Brahmaputra Mail upto Tinsukia

(xi) 6315 6316 Howrah-Cochin Express upto Trivandrum once a week

(xii) 4863 4864 Jodhpur-Lucknow Marudhar Express upto Varanasi

(xiii) 4649 4650 Delhi-Muzaffarpur Sarvu-Yamuna Express upto Darbahnga twice a week

Sometime back we had started running of EMU, DMU and rail Buses on main line which has been greatly appreciated by general public. Accordingly in this regard some new trains would be started in 1996-97, which are given below :-

Main line electric multiple unit services would be introduced on the following section :

(i) Panipat-Ambala

(ii) Tundla-Aligarh

(iii) Dahod-Ratlam

(iv) Anand-Godhra

(v) Mathura-Palwal

(vi) Nagpur-Badnera (Electric Push Pull).

Diesel multiple unit/push-pull/air-brake shuttle services are being introduced on the following sections:-

(i) Amritsar-Pathankot

(ii) Vijayawada-Narsapur

(iii) Satna-Rewa

(iv) Satna-Manikpur

(v) Ahmedabad-Mehsana-Abu Road

(vi) New Jalpaiguri area

(vii) Cuttack-Paradeep

(ix) Katihar-Mansi-Barauni

Rail bus services are proposed to be introduced on the following sections :-

Broad Gauge : 1. Makrana-Parvatsar
2. *Ait-Konch*

Metre Gauge: 1. Mehsana-Taranga Hill
2. Shimoga-Talguppa
3. Jaunpur-Aunrihar
4. Indara-Phephna
5. Mathura-Brindavan

Mr. Speaker, the House will be glad to know that I have decided to restore the Howrah-Delhi Janata Express train which had been cancelled earlier.

With the commissioning of Aunrihar-Chhapra section as Broad Gauge, an alternative route is now available to North Bihar via Eastern Uttar Pradesh. To cater to the needs of the people of the area it has been decided to provide direct services to Mumbai, Delhi, Bilaspur and Durg via this route by extension/re-routing of the following trains :

(i) 4247/4248 Kurla-Varanasi Pawan Express

(ii) 4259/4260 Durg-Varanasi Sarnath Express

(iii) 4007/4008/4007A/4008A Delhi-Muzaffarpur Express

Mr. Speaker, I am aware that despite the untiring efforts of railway staff, there is scope to improve the services provided to the passengers. Our efforts towards improving cleanliness, safety and punctuality are continuing. For further improving these, I would welcome suggestions from the Hon'ble members. Some of the steps taken in this direction are-

(i) Computerisation of reservation of passenger tickets has been appreciated by every body and there is a constant demand from all the areas to extend it to more stations. presently, 92% of the reservations are computerised and all those stations where there are more than 300 reservations every day, computers have been provided. Besides this, computers have also been provided to extend reservation facilities in Srinagar, Port Blair, Shillong and Panjim where there are no railway lines. It is planned to provide this facility at 53 more location in 1996-97. Railway Ministry is in touch with the State Government to provide this facility at Agartala, Kohima and Gangtok.

(ii) Micro-processor based self-printing ticket machines have been provided to ensure availability of unreserved tickets. Through these, a passenger can buy tickets from any window and he waits for less time. Upto 1995-96, about 400 such machines have been installed at major stations.

(iii) computerised season tickets and coupon validation machines have been installed on Western Railway through which suburban passengers have been convenienced and there is less crowd at the windows.

(iv) By providing more telephones, hot lines, electronic display boards, automatic recorded answering machines etc., the passenger enquiry and information system has been improved and passengers are able to get better service.

(v) Instant Action groups have been provided in trains which prevent unauthorised passengers to enter in the railway compartments. They also prevent carriage of inflammable goods and provide safety to passengers They have been provided walkie-talkie to take immediate action.

(vi) AC 3-tier coaches have been well received by the public. It will be our effort to provide more such units in the trains.

(vii) Provision of bio-friendly latrines in the trains has also been liked by the travelling public. This will be provided in more trains.

Railways are making continuous effort to improve the catering services and to make them cleaner and tastier. At many locations, dispensing machines for tea, coffee an cold drinks have been installed. In 11 trains, new pantry cars have been added which include Shatabdi Express, Jhelum Express, Jodhpur Mail etc.

Preliminary work regarding setting up Indian Rail Catering and Tourism Corporation has been started and it is being submitted for the approval of the Central Government.

In the area of catering, on the one hand steps are being taken to improve the standard of departmental

catering and on the other the performance of private contractors is specially being reviewed.

Keeping the national tourism policy in view, and in order to provide special services to foreign tourists, railway has taken many steps and in collaboration with private sector, has decided to start 5 new tourist trains. It is hoped that these 2 trains i.e. Delhi-Jaipur-Agra-Gwalior-Jhansi-Varanasi-Lucknow and Madras-Kodikanal-Kanyakumari-Trivandrum-Cochin-Mettupalayam-Bangalore will start by Dec.'97. Similarly, 3 more trains are likely to be started in future. It is expected that this will generate lot of foreign exchange also

Rail weekender package tours have been introduced to encourage tourism within the country on week-ends. With this, Indian tourists will, without difficulty, be able to visit the cultural and religious sight seeing places. For this, 38 packages have been made, out of which, 12 have already been introduced

Special attention has been paid also to religious tourism for which services have been started to connect Tirupati, Ajmer Sharif, Sarnath, Amritsar, Gwalior, Varanasi, Prayag etc.

Railways are exploring the possibilities of opening of Out Agencies in the Uttrakhand at various places to promote tourism and for the convenience of the tourists so that rail tickets are purchased there itself.

16 lakh employees of Indian Railways make continuous effort to provide good services to satisfy railway passengers and other users of railway facilities but it is quite possible that out of 11 million customers every day, some remain dissatisfied. To take immediate action on their complaints and to improve services, a public grievance redressal system, is working in Railway Board, Zonal Railways, Divisions and stations. Various levels of users' Consultative Committee's in the railways are also playing a constructive role in this direction. The front-line employees who come in contact with passengers, have become more alive to this problem after the promulgation of Consumer Protection Act Their Training is also arranged. General Managers and Divisional Railway Managers have been directed to inspect trains, stations, etc and to listen to the complaints of the passengers and to dispose them off promptly. I solicit the cooperation from the Hon'ble members of this House in this direction. If they find any fault passenger services, they may immediately bring the same to my notice or to the notice of concerned railway officials. I hope that in future, we will give least chance for such complaints. I would like to assure the Hon'ble members that immediate action will be taken on their complaints.

Mr. Speaker, in train operation, safety and passenger security is receiving special attention and many impovements have taken place in the last decade. In 1995-96, there were 398 accidents as compared to 717 accidents in 1985-86. The statistics of accidents per million train kilometre have also reduced from 1.3 to 0.61. This is not a matter of any satisfaction and it is our constant effort that these accidents should be brought down.

In the recent past, the steps taken to make rail travel safer are :-

(i) Works of track circuiting on trunk routes and mainlines have been speeded up;

(ii) The signalling system is being made more safe so that it can be ensured that home signal will not be lowered until the starter and advance starter lowered for he last train is put back to 'on';

(iii) Station Master's slide control is being provided on the last stop signal

(iv) At those stations, where generally there is no shunting, the advance starter is being kept only 180 mtrs. away from the starter.

Mr. Speaker, the work regarding providing modern communication facilities to help the driver and guard to contact the station is being speeded up. With this facility in case of an accidents they can establish immediate contact with other trains and stations within the radius of 5 Kms. They can be alerted about the accident and can ensure that the relief material reaches as early as possible.

It is common knowledge that most of the accidents take place because of human failure. Such safety related staff are therefore, being trained from time to time and are also being medically examined for their physical fitness.

Simulators are being used to improve the training, apart from this, the inspections are also being intensified. Now in such accidents, the responsibility will not only be of the employee but also of the concerned inspector and the officer in charge.

Mr. Speaker, the increase in the number of accidents at the unmanned level crossings has created great anxiety. Most of these accidents take place because of the carelessness of the road vehicle drivers. But they result in the loss of life of the passenger of the road vehicles. According to the Motor Vehicles Act, the responsibility of such accidents is that of the road vehicle driver but railways are unnecessarily blamed for this. For this, it is necessary that on the one hand, the State Govt. while giving driving licence to bus drivers etc. should take special precaution, and, on the other, they should educate the common public through television, radio etc. Indian Railways by themselves are also doing such propaganda. Apart from this, Railway Ministry has also decided that in future, we will not add any unmanned level crossing and the sensitive ones out of the existing 24,692 unmanned level crossings will be, on a planned basis, after due prioritisation, converted into manned level crossings

with the help of the State Govts. who have to invest the initial capital cost.

The Annual Plan outlay for 1996-97 which is the last year of the Eighth Plan. has been fixed at Rs.8130 crores. This amount is only 8% more than last year.

For this years' Plan expenditure also. most of the funds would be provided by the railways from its own resources. Rs.4111 crores by way of internal generation. Rs.1850 crores by Bonds though IRFC. Rs.500 crores through BOLT and Rs.400 crores though 'Own your Wagon' Schemes will be raised. Remaining amount of Rs.1269 crores will only come as budgetary support from the Government.

There are many difficulties in borrowing from the market and it is very expensive also. I would. therefore. once again. request the Finance Minister through the good offices of this House. to try and increase budgetary support.

This year also. the expenditure will mostly be on rolling stock. track renewal. gauge conversion. electrification etc.

Following are the State-wise details of projects of New Lines. Doubling and Gauge conversion etc.

This Govt. is fully aware of the infrastructural deficiencies which exist in the rail network in the North Eastern State. Even State Capitals are to linked by rail. The difficult terrain in the region makes railway building very capital intensive and as Hon'ble members are aware that there is acute constraint of resources. However. this Govt. has decided to accord top priority to the Development of rail network in the North Eastern States.

The Gauge Conversion work between Dimapur and Dibrugarh and Tinsukia to Lekhapani is making excellent progress and would be completed in this financial year. Simalguri-Moranhat and Mariani-Furkating loop will he completed next year. The work on the Narnarayan Setu at Jogighopa is being progressed. There has been delay on account of unforeseen geologcal problems. However. we hope to complete the bridge and the line form Jogighopa within this financial year. The line from Goalpara to Guwahati would be completed next year. Work has also been started on the new line from Dudhnoi to Depa in Meghalaya and this line would be completed and opened next year. simultaneously with Goalpara-Guwahati line.

Hon'ble members will be happy to know that the work of Gauge Conversion of Lumding-Silchar. which will meet the long standing demand of the people of lower Assam. Mizoram. Tripura and Manipur. has been included in the budget

The Hon'ble members from the north eastern State have been representing about the lack of rail links to the state capitals. This Govt. has decided to remedy the situation. As a start in this direction. the work of construction of the new line from Kumarghat to Agartala to link the capital of Tripura has been included in the budget. This line would meet the long standing aspiration of the people of Tripura State.

In addition. I have ordered surveys for Gauge Conversion of Rangia-Murkongselek and the linked lines to Tezpur and Bhalukpong in Arunachal Pradesh. I have also ordered updating of the surveys done in the past for new lines from Harmuti to Itanagar. the capital of Arunachal Pradesh and from Diphu to Karong. as the first phase of rail linking Imphal. the capital of Manipur.

It has been decided to take up construction of the fourth bridge on the river Brahamaputra at Bogibheel. Accordingly. funds for the detailed investigations and final location at a cost of Rs. 2 crs. are being included in the budget.

Hon'ble members will be happy to know that high priority is being accorded to the development of rail network in Andhra Pradesh. Gauge Conversion of Giddalur-Nandyal has been completed and we are confident of completing the project by converting Nandyal-Guntakal within this financial year Mehboobnagar-Dronachellam would be completed in the next financial year and work is being expedited on Tirupati-Pakala-Katpadi project The first phase work on the new line between Peddapalli and Karimnagar is also making good progress I am happy to inform the Hon'ble members that the work of new line from Nandyal to Yerraguntala has been included in this year's Budget. This line will help the development of this backward area.

Based on the representations from the MPs. I have ordered the surveys for new lines from Motumari to Mariyalgudda and from Munirabad to Mehboobnagar.

There have been demands for restoration of Kakinada-Kotapalli line The State Govt is to provide land in lieu of that land on which construction has taken place. The work will be started after land has been provided.

I am glad to inform the House that the Gauge Conversion of Hajipur-Bachwara MG section to BG is being included in the Budget. Contruction of a new line from Sakri to Hassanpur via Kusheshwardham and Gauge Conversion of Mansi-Saharasa as the first phase of Mansi-Saharsa-Forbesganj lines have also been included in the budget. The work of doubling of Patna-Parasbazar as a part of Patna-Gaya doubling has been included in the Budget.

Final location survey and land acquisition work is going on for the new line from Rampurhat to Mandarhill via Dumka. The work would be started once the land becomes available.

At present, the rail likages between North and South Bihar are grossly inadequate, being limited to only one

bridge at Mokama. This has seriously affected the development of North Bihar .(Interrruptions)

[English]

SHRI MULLAPALLY RAMACHANDRAN (Cannanore) : Sir, our State Kerala has not been included at all (Interruptions)

MR. SPEAKER . Please, listen to the hon. Minister

(Interruptions)

MR. SPEAKER . What is this?

(Interruptions)

SHRI RAM VILAS PASWAN Sir, this is in alphabetical order ..(Interruptions)

MR. SPEAKER : Mr. Sudheeran, the hon. Minister has not completed his speech He is coming alphabetically, he says

(Interruptions)

MR SPEAKER : Why are you drawing your conclusions now? Please listen to the Minister's speech

(Interruptions)

SHRI RAM VILAS PASWAN . Sir, we are going alphabetically We will cover all the States. Don't worry ..(Interruptions)

SHRI V.M. SUDHEERAN (Alleppey) : The Minister has almost completed, Sir. .(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN All the States will be covered We are proceeding alphabetically

[English]

MR. SPEAKER . Please listen. Please do not interrupt.

[Translation]

SHRI RAM VILAS PASWAN . People have to travel long distances on both sides of the river before they can reach the state capital To remedy this situation, Govt. have decided to construct a new bridge on the river Ganga at Patna, for which funds for the final location survey and detailed investigations at a cost of Rs 1.6 crs. have been included in the budget.

There have been demands for restoration of Ara-Sasaram line. The survey has recently been completed Further action would be taken after the project appraisal has been completed.

A survey has been taken up for a new line from Khagaria to Kusheshwardham which line is considered essential for developing the backward areas of North Bihar especially. The last area and for linking this important pilgrim centre. Surveys are in progress for construction of new line from Muzaffarpur to Sitamarhi and Darbhanga to Saharasa and for Gauge Conversion from Darbhanga to Narkatiaganj and Darbhanga to Nirmali/Jayanagar/Lokahabazar I have ordered a survey for linking Bhaptiai to Nirmali and I intend to take up surveys for new line from Katihar to Tejnarainpur and for extension of the Railway line upto Bhaluka Road via Amdabad. I have also ordered surveys for the Gauge Conversion of Katihar-Jogbani, Saharsa to Purnea The survey for gauge conversion of Ranchi Lohardaga and extension to Tori is also going on These surveys will be carried out on priority. Further action will be taken as soon as survey reports become available.

Hon'ble members will be happy to know that we are according top priority to the Gauge Conversion of Delhi-Ahmedabad line and we are confident of converting the same within this financial year alongwith the line from Viramgram to Mehsana with which direct and shorter routes between Delhi and Ahmedabad as well as Delhi and Kandla would be established. Gauge Conversion of Rajkot-Veraval and Wankaner-Maliya-Miyana has also been taken up and would be completed in the coming years.

Gauge Conversion, which is already included in the budget, funds are being provided for starting the work. The survey for the conversion of Bhavnagar - Surender Nagar Section with extension upto Alang and Pipavav Ports is already in progress and would be expedited. I have decided to take up surveys for a new line from Veraval to Pipavav and for conversion of Bhuj-Nalia section

The work on the first phase of the project, viz Dewas-Maksi sector of Godhra-Indore. Dewas-Maksi project has been resumed and would be completed the work on the next phase would be taken up thereafter

Hon'ble members will be happy to know that the new line from Beas to Goindwal has been completed. The Prime Minister as well as our Government is highly concerned about the overall development of Jammu and Kashmir. Jammu-Udhampur line is being given top priority and would be completed by Dec'97 Udhampur-Srinagar-Baramulla line is very important for the people of Kashmir. Our Government is going to given utmost attention to it. We shall start the work in Udhampur-Katra section.

The work of the rail link from Rajpura to Chandigarh has been taken up. Land acquisition is in progress and the work would be taken up on priority once the land becomes available

Survey for Gauge conversion of Rewari-Ringus and Rewari-Boharu-Sadulpur and Hissar-Ratangarh-Bikaner/Degana has also been taken up so that these project can receive due consideration Survey for new line in Himachal Pradesh from Bhanupalli-Bilaspur-Beri has recently been done and the report is being reviewed, in consultation with the H P Govt.

13.01 hrs.

At this stage, Shri Bhupinder Singh Hooda Came and sat on the floor near the Table.

13.01 hrs.

At this stage, Shri Sat Mahajan came and sat on the floor near the Table...(Interruptions)

[English]

MR. SPEAKER : I do not approve of this.

13.02 hrs.

At this stage Shri Bhupinder Singh Hooda and Shri Sat Mahajan went back to their seats.

[Translation]

SHRI RAM VILAS PASWAN : Gauge Conversion work has been making good progress in Karnataka. Hossur-Bangalore has recently been completed and Arasikere-Hassan would be commissioned later this month. Work is in progress on Gadag-Sholapur line, of which Hotgi-Bijapur would be completed in this financial year. Work is also in progress between Hassan and Mangalore, Shimoga-Talguppa and Bangarpet-Kolar lines.

Work would be started shortly on the Gauge Conversion of Hassan-Mysore. It gives me great pleasure to inform the Hon'ble members that the work of construction of new line from Kadur to Sakleshpur via Chickmagalur has been included in the budget, meeting the long standing demand of the people for construction of this line.

A survey for a new line from Hubli to Ankola has been completed and the project has been sent to the Planning Commission for their consideration.

Survey for new lines from Mysore to Tellicherry, Chamarajanagar to Mettupalayam, Talguppa to Honnavar, Munirabad to Mehaboobnagar via Gangavati, Dudda to Tiptur are being accorded top priority

Top priority is being accorded to the doubling of Shoranur-Mangalore and Trivandrum-Quilon Sections. Surveys have also been taken up for new lines from Tellicherry to Mysore, Feroke to Nilambur, Tanur to Ernakulam for a coastal line, Kottayam to Dindigul via Sabarimalai and from Kayankulam to Trivandrum via Adur and Kottarakara as well as from Tekazy to Trivandrum via Punnalur ..*(Interruptions)*

Hon'ble members will get sufficient time afterwards to put across their views and we'll inform them about the constraints.

[English]

SHRI E. AHAMED (Manjeri) : This is nothing but pittance.

[Translation]

SHRI RAM VILAS PASWAN : High priority is being accorded to the completion of Guna-Gwalior new line of which a 43 kms. section from Panihar to Mohana will be completed in this financial year. The new line from Dalliirajahara to Jadalpur via Rowghat, which serves the tribal areas of Bastar will be taken up as soon as Sail deposits: its own share of the cost

Gauge Conversion of Neemuch-Ratlam has also been taken up and would be completed in the coming years. Gauge Conversion of Jabalpur-Gondia which is included in the first phase of the action plan would be taken up during the 9th plan period

Many Hon'ble members of the Parliament have demanded restoration of the rail line between Barwadih to Chirmiri. Keeping in view the development of this tribal area, I have ordered a survey. Similarly, there is a demand for new line from Bisrampur to Ambikapur for which a survey has been done. This project will be sent soon to Planning Commission. The surveys of Lalitpur to Satna, Mahoba to Khujraho and Rewa to Singrauli will be completed in a few months time. After which action will be taken on them in consultation with Planning Commission.

Hon'ble members will be happy to know that electrification of Karjat-Khapoli line has been completed which will enable extension of EMU services. The Gauge Conversion of Gondia-Chandafort is making good progress and we hope to complete the Project by the middle of next year. Gauge conversion of Mudkhed-Adilabad, which will also create an alternative route for the coal traffic to Parli Vaijnath Power House is expected to be completed next year. Gauge Conversion work has been taken up between Miraj and Latur and would be completed in the coming years

Work on the new line between Amravati and Narkhed and between Latur and Latur Road is being progressed. The work is being started on Panvel-Karjat new line immediately

I have accorded priority to the surveys already in progress in the state of Maharastra between Manmad and Nardana, Nasik-Pune-Roha, Sholapur-Tuljapur-Osmanabad and Nanded-Pusad-Wardha lines.

Priority is being according to the doubling of Diva-Vasai and Diva-Panvel lines.

Hon'ble members will be happy to know that the new line from Koraput to Rayagada (164 kms.) has been completed in the last financial year. We are making all out efforts to progress Talcher-Sambalpur and we hope to complete the same by Dec'97. Daitari-Banspani line is being accorded high priority and we are trying to obtain funds from several sources to expedite the work on this project. Gauge Conversion of Rupasa-Bangriposi has already been included in the Budget. The survey for Gauge Conversion of Naupada-Gunupur has just been completed and further action will be

taken after appraising the project Hon'ble members have demanded the extension of Gunupur-Rayagada line. Survey for this has been ordered.

The development of Paradeep port is being done with ADB assistance. It is vital to create the matching infrastructure for catering to this port. In view of this, I am glad to inform the Hon'ble members, it has been decided to include the work of construction of a new line from Haridaspur to Paradeep in the budget.

Hon'ble members will be happy to know that the Gauge conversion of Ajmer-Ahmedabad and Marwar-Jodhpur sections will be completed this year establishing the Delhi-Ahmedabad and Kandla-Bhatinda routes. Gauge conversion of Agra-Bandikui has also been taken up and would be completed in the coming years.

The work of construction of a new line from Dausa to Gangapur City has been included in the Budget.

A survey has recently been completed for Gauge Conversion of Ajmer-Chhitaurgarh-Udaipur-Ahmedabad line and the proposal has been sent to the Planning Commission.

On going surveys, for a new line from Sardarsahar to Hanumangarh and for Guage Conversion of Hissar-Bikaner, Ratanagarh-Degana and Sadulpur-Loharu-Rewari, Loharu-Sikar - Ringus-Jaipur as well as Rewari-Ringus-Phulera lines are being given priority

...(Interruptions) I have stated just now that the Railways budget will be discussed for three days, so why are making a noise We will proceed according to the rules and not otherwise.

Hon'ble members will be happy to know that high priority is being given to the Gauge Conversions in Tamil Nadu. Hosur-Salem (151 kms) would be completed by October' 96 and Madras-Trichy-Dindigul would be completed by March'98. High priority will also be given to the conversion of Tirchy-Nagore line. Based on the demands from the MPs of the State, survey for the Gauge Conversion of Salem-Cuddalore line has been included in the budget.

Gauge Conversion of Villupuram-Cuddalore-Thanjavur is included in the action plan and would be taken up in the 9th plan period.

Surveys are in progress for new lines from Dindigul to Sabarimalai, and Mettupalayam to Chamarajanagar. These would be accorded high priority.

The new line linking east Uttar Pradesh with North Bihar via Chhitauni-Bagaha has been completed and opened to traffic. The line would be converted to BG alongwith Gorakhpur-Sagauli route which is expected to be completed by Dec'97. The Gauge Conversion of Aunrihar-Chhapra has been recently completed and opened to traffic, establishing a new route from Allahabad and Varanasi to North Bihar. West Bengal and the the North Eastern Region.

Based on the representation received from the MPs, the work of Gauge Conversion of Lalkuan-Kashipur, which has remained frozen for several years will be started soon.

The work on the rail connection between Faizabad and Katra including construction of a new bridge on the river Saryu, land acquisition is nearing completion and design investigations of the bridge are being taken up.

Hon'ble members will be glad to know that Tanakpur-Pilibit-Bareilly and Pilibit-Sitapur-Lucknow lines have been included in the first phase of the Action Plan under Project Unigauge. These sections would be taken up for conversion in the coming years

Demands have been received for Kanpur-Kasganj-Mathura Kasganj-Bareilly and Gonda-Gorakhpur loop Gauge Conversion works. These works are already identified as 9th plan projects and will be taken up during the 9th plan period. The survey report for Kanpur-Kasganj-Mathura with extension from Kasganj to Aligarh-Etah has already been sent to the Planning Commission and the project is under their consideration *...(Interruptions)* Hon'ble members are well aware that survey is conducted before taking up any project . *(Interruptions)* Therefore surveys should be got conducted first

Based on representations from the Hon'ble members, I have decided to take up Survey for Gauge Conversion of Lalkuan-Bareilly section on top priority Surveys have also been taken up for new lines from Dehradun to Saharanpur, Tanakpur-Purangiri, Kiccha-Sitarganj-Nanak Mata-Khatema and from Hardwar to Ramnagar via Kotdwara.

Hon'ble members have been requesting for increasing the outlays for the new line projects in the state *viz* Eklakhi-Balurghat, Howrah-Amta, Tamluk-Digha and Lakshmikantapur-Namkhana lines Hon'ble members will be happy to know that the next block section from Karanjali to Nischantpur on the Lakshmikantapur-Namkhana line is being opened next month For the remaining projects, I am trying to increase the allocation.

Hon'ble members have been pressing for the Gauge Conversion of the BDR (Bankura-Damodar Railway) line and extension from Tarakeswar to Arambagh and in deference to their wishes I have ordered a survey. I would like to assure the Hon'ble members that the doubling works in the state would receive our utmost attention and we would complete them as early as possible.

Hon'ble members have been complaining about the slow progress of doubling works Last year the Railways could not progress the works satisfactorily due to court cases and slow action in the removal of encroachments. The Railways have been advised to

expedite the doubling works and complete them at the earliest. Funds will not be a constraint.

As regards conversion of narrow gauge lines in West Bengal for which there have been persistent demands, the lines would be given due consideration while selecting the projects to be taken up in the next phase of the action plan after completing the lines already taken up, and those included in the plan on operational/Strategic considerations for conversion.

It is a matter of great pride that Calcutta Metro has been completed and is running successfully. This is not only a matter of great honour for Calcutta and West Bengal but for the entire country. Techno-economic survey is in progress to extend the Metro from Tollygunj to New Garia and Dum Dum to Barrackpore.

The first phase of the Mass Rapid Transit System in Madras is almost complete. It is already operational from Madras Beach to Chepauk and from Madras Beach to Luz is likely to be completed by December, 1996. We are pleased to inform you that Phase-II of the MRTS Madras from Luz to Vellachery has been include in this Budget. The Tamil Nadu Government will bear the 2/3rd cost of the project and rest 1 3rd will be borne by the railways. The State Government will provide land free of cost for this purpose and the railways will be able to use the stations etc. for commercial purposes. The project will not be starved of funds.

Mumbai Metro has emerged as a great challenge to the Indian Railways because the transport infrastructure of Mumbai is already overloaded and demand is increasing. Two extra lines from Bandra to Andheri have already been completed. RITES have been given techno-economic study for the fifth line from Churchgate to Virar and Mumbai CST to Kurla The World Bank is also providing funds which are being used under Mumbai Urban Transport Project II. The work of fifth line between Santa Cruz to Borivili is also being undertaken this year and we are giving priority to the development of New Mumbai so that the main island city can be decongested. As Mumbai Metropolitan city carries more than 50% of the total suburban passenger traffic, it has been decided to allot it 50% of the Budget under MTP Planhead

Mr. Speaker, Indian Railways have stopped the use of steam locomotives and introduce the use of diesel and electric locomotives which has contributed greatly in relieving environmental pollution. Electrification is a further step in this direction and in this we have made considerable progress

In 1995-96, 609 route kilometres railway electrification was done. With this, out of 62,660 route kilometres on indian Railways, 12,875 route kilometres have been electrified.

In 1996-97, 634 kilometres electrification will be done. With this, we will achieve the target of 2700 kilometres of track fixed for the Eighth Five Year Plan.

To supplement the Plan fund, apart from receiving the money through bonds by Indian Railway Finance Corporation and generation of internal resources, Indian Railways has resorted to new schemes for private investment like BUILT-OWN-LEASE-TRANSFER (BOLT) and OWN YOUR WAGON. Complete success has not been achieved in this direction but efforts are still continuing.

Mr. Speaker, apart from the fact that the construction of Konkan Railway was a great example of cooperation of Central Government and State Governments for equity participation, it was also a great challenge in terms of construction work. I am happy to inform the House that despite odds, the 760 Kms. long railway line is nearing completion. Because of technical difficulties in some tunnels and scarcity of financial resources in the final stages of the work, the work on the project has not been completed on time although some parts of the project have been opened for passenger traffic from time to time. But now it is hoped that as soon as the monsoons are over, the work on the project is expected to be completed by the end of Oct' 96 for goods operation and by Dec' 96 for passenger trains In this regard, we expect special cooperation and help from Planning Commission and Finance Ministry so that the resource problems of Konkan Railway Corporation in the last stages of its construction can be resolved.

Mr. Speaker, I have a feeling of great pride in informating the House that most of the requirements of Indian Railways are met by production within the country and there also, most of the rolling stock is produced by railway's own production units. In 1995-96, all the production units except Rail Coach Factory, Kapurthala achieved their annual production targets. Their main achivements were :

In this production unit Diesel Locomotive Works, Varanasi, 138 diesel locos were manufactured in 95-96. It also exported 2 locos to Sri Lanka and 6 locos to Bangladesh This production unit has made significant progress in exports.

Chittaranjan Locomotive Workshop, Chittaranjan produced 135 electric locos last year.

Integral Coach Factory, Perambur produced 890 coaches as per the target. This includes 10 coaches exported to Vietnam and 12, self-propelled coaches. It also built 21 coaches for 'Palace on Wheels' on the order of Rajasthan Tourism Corporation. It has not only manufactured bio-friendly latrines but also a Diesel Hydraulic Multiple Unit design in which 850 passengers can travel instead of 792 at present.

Rail Coach Factory, Kapurthala produced 690 coaches in 95-96 and also obtained the prestigious ISO 9001 certification for its Bogie division.

Wheel & Axle Plant, Bangalore produced 75,545 wheels and 41,350 axles during 95-96. This year, it also received the prestigious Association of American

Rail Road Certification which will facilitate exports. In 1995-96, it exported 1000 wheels and 200 axles to United States of America.

- Diesel Component Works, Patiala rebuilt 73 locos during the year and exported components of diesel locos to Malaysia, Vietnam and Bangladesh

All the Public Sector units under the Ministry of Railways have shown all round growth and have paid adequate dividends.

In 1994-95, IRCON had a turnover of Rs 392 crores and earned foreign exchange worth Rs 32 9 crores. It earned a profit of Rs. 41 crores and paid a dividend of Rs. 1 24 crores It completed various projects in Bangladesh, Saudi Arabia, Malaysia, Nepal and Indonesia and also secured new contracts from Bangladesh, Nepal, Botswana and Malaysia Apart from getting four export awards, it also got ISO 9002 certification

RITES had a turnover of Rs 80 7 crores in 1994-95 and earned foreign exchange worth Rs 19 8 crores. It secured new business from Tunisia Botswana, Cambodia, Ghana, Mozambique, Nepal, Saudi Arabia, Tanzania, Vietnam and Zambia. RITES paid a dividend of Rs. 50 lakhs.

IRFC was to raise Rs 1350 crores through bonds in 1995-96. Indian Railways acquired rolling stock worth Rs. 989 cr. against IRFC deposit in 1995-96. Apart from this, for the first time IRFC got a sanction from the Ministry of Finance to raise US $ 50 million as External Commercial Borrowing. It was fully successful in raising this amount and, in all, IRFC could raise US $ 70 million which was an achievement and created a place for itself for the future in the international market. In 1996-97, IRFC is to raise Rs 1850 crores from bonds and External Commercial Borrowing IRFC paid a dividend of Rs. 27 84 crores for 1994-95.

CONCOR started its work in 1989 with 7 container depots and has now expanded to 32 locations. In 1994-95, it showed a growth of 90% and had a turnover of Rs. 217 crores It gave a dividend of Rs. 3.90 crores.

In 1995-96 also, Indian Railways maintained their supremacy in the field of sports and won 16 national competitions At the international level too, Indian Railways sports-persons gave an excellent exhibition and won the international USIC tennis championship in Sweden. Indian Railways are fully involved in promotion of sports and games and hope to maintain their supremacy in future also

With the help of there own hospitals, dispensaries doctors and paramedical staff, the Indian Railways Medical Department is performing a very important role in providing outstanding medical facilities to railway employees. Our efforts to make them better are continuing.

Mr. Speaker, I am happy to inform that we have complete cooperation and active participation from the organised labour unions in railway management. This is the main reason why a railway employee works day and night with all his heart and contributes his mite in increasing productivity in the railways.

Upto this year, 14.17 lakh railway employees have benefitted from cadre restructuring initiated since 1.3 1993. Apart from this, a large number of casual labour have been given their proper place in Group 'D'. Efforts to make further improvements in this direction are continuing

Railways' performance in achieving the prescribed percentage of reservation for Scheduled Castes and Scheduled Tribes is one of the best More than 25% of the employees of the Railways belong to Scheduled Castes and Scheduled Tribes All efforts to make good some shortfall of Scheduled Castes existing in Group 'A' and of Scheduled Tribes in all groups are being made. Reservation in recruitment for Other Backward Classes has also been introduced

Mr Speaker, we are alive and sensitive to the needs of the customers and the welfare of people connected with rail and make a constant effort to improve them In this regard, we have taken various measures which are enumerated below :

i. In order to provide recreation to passengers, Indian Railways have already manufactured one Executive Chair Car with audio channels for independent use and common video facilities. This coach is already under intensive trials in the Shatabdi train on the Western Railway. Some problems have been experienced during this trial which are being sorted out. On successful completion of the trials, it is proposed to introduce this system progressively in superfast trains.

ii In order to provide telephone facilities to passengers from moving trains, installation of telephones on trials basis was arranged in Rajdhani Express from Mumbai to New Delhi in association with Videsh Sanchar Nigam Limited, etc This trial have proved that it is technically feasible to provide telephones on a moving train. This facility is proposed to be introduced progressively on different trains after determining the appropriate tariff. . *(Interruptions)*. . This year, the R P.F has performed its duties with complete dedication and commitment. 85 companies of R.P.F. were made available to the MHA for the general elections. During this posting, they were highly praised... Some units were sent to such far-off areas where this force had never been sent before and their performance was commendable there also

iii. The RPF proposes to clear the back-log of vacancies for all categories including SC

ST/OBC and General candidates very shortly. For this, special recruitment will be conducted all over the country to make the RPF a nationalistic and a representative Force. With a view to give employment opportunities to the women, it is proposed to induct 750 lady constables on an experimental and need-based basis in RPF during this recruitment.

iv. Special thrust has been given to the service being rendered to the passengers by setting up three special cells to monitor punctuality, catering, cleanliness and passenger amenities. These cells are functioning in Railway Board's office and in the Zonal Railways Headquarters to receive suggestions complaints from the public and to take remedial action. The names of the Nodal Officers, their telephone and Fax numbers have been given wide publicity to enable rail users to approach them freely. To monitor the functioning of thes cells, I have established a special cell in my own office. Hon'ble members of the Parliament or any passenger can complain or give their suggestions to the concerned offical or the cell on which immediate action will be taken

v. Earlier this year licensed porters performing important duties at Railway Stations were extended 50% concession in second and sleeper class to visit any place of thier choice once a year. I am happy to announce that in deference to their request I have decided to enhance this concession to 75%

vi. Special facilities are provided to the disabled/ handicapped in developed countries Indian Railways would also like to move in that direction. To start with it has been decided to provide one seat near the door in every second class compartment reserved for them

vii Hon'ble members will recall that last year, the Railways Minister, in order to provide momentum to railway working and make it more efficient as well as keeping in view the long outstanding demand had laid stress on the reorganisation of railway zonal offices. Hon'ble members would be happy to know that our Government, keeping in view the administrative requirements and aspirations of people have decided to create six additional zonal offices. The headquarters of these zonal offices will be at Allahabad, Jaipur, Bangalore, Hazipur, Jabalpur and Bhubaneshwar. Funds have been provided in the Budget to meet the immediate requirement. ...*(Interruptions)* Mr. Speaker, Sir, there is three kilometres stretch of Railway land in Hajipur on the banks of Ganga ...*(Interruptions)*

Mr. Speaker, I shall now deal with the Budget Estimates for 1996-97. The estimates presented to this august House through the Interim Budget for 1996-97 were based on the Revised Estimates fixed for 1995-96. In the light of the approximate figures of financial performance of railways during 1995-96, which are now available, the interim Budget Estimates have been carefully reviewed and suitably updated The Fifth Pay Commission recommendations are expected shortly. As the specific indications regarding the requirement of funds for this purpose are not available, an ad hoc provision of Rs 1,000 cr is being made in these estimates

The gross traffic receipts for the current financial year at the existing level of freight rates and fare have been estimated at Rs 23,873 cr. This is higher by Rs 488 cr than the interim Budget 1996-97. The additional revenue is expected on account of additional loading 20 million tonnes of revenue earning freight traffic and 4% estimated growth in passenger traffic over the projections in the Revised Estimates for 1995-96

Ordinary Working Expenses in 1996-97 are estimated to be Rs 16,423 cr These are higher by Rs 1,833 cr. as compared to Revised Estimates for 1995-96. This increase is mainly to cover the cost of inputs for the incremental traffic, likely increase in the prices of other material's additional payment of Dearness Allowance and higher lease charges payable to Indian Railway Finance Corporation.

These are higher the appropriation to Depreciation Reseerve Fund is being retained at the level of Rs 2,000 cr as in the Interim Budget 1996-97.

The contribution to Pension Fund has been raised to Rs 3,150 cr from Rs. 2,350 cr in the Interim Budget 1996-97 This include an amount of Rs. 1,000 cr. being temporarily provided in this fund on account of ad hoc provision for likely payments on receipt of Fifth Pay Commission recommendations.

Thus the Total Working Expenses works out to Rs 21,573 cr. and the traffic receipts comes to Rs. 2,300 cr With a sum of Rs 276 cr. coming from net miscellaneous receipts, the railway revenue works out to Rs. 2,576 cr. After payment of dividend of Rs. 1,587 cr., the railways are left with an 'Excess' of Rs 989 cr only Out of this, Rs 350 cr are required for the works chargeable to Development Fund Thus Rs 639 cr only are available for appropriation to Capital Fund as against the requirement of Rs. 1,716 cr. Ministry of Finance has permitted railways to withdraw Rs. 150 cr from the balance of Capital Fund kept with the General

Exchequer. The requirement of funds for railways thus comes to Rs 927 cr.

Mr Speaker, the House is aware that railways have been taking various economy measures with a view to reduce their working expenses and have also achieved commendable success in this regard But funds have to be provided to meet the increased cost of fuel on account of increase in prics of petroleum products, adhoc provision for 5th Pay Commission liabilities and also to undertake various projects for the development of rail network in backward/neglected areas especially the North-Eastern region This has necessitated resource mobilisation The resources are to be raised during the remaining eight months of this financial year Although there are large demands for rail infrastructural development in many regions, I have decided to make very modest and selective adjustments in fare and freight rates I shall now refer to these proposals

Mr Speaker the House is aware that major constituents of the passenger traffic on railways are the second class passengers and season ticket holders Out of a total of about 4 billion passengers carried by the railways, more than 90% travel in second class who are mostly in the low income groups and belong to low economic strata of the society Hon'ble members will appreciate that the Government is responsive to the needs and difficulties of the common man I have therefore, decided that no increase of fare will take place in second class ordinary and second class mail and express There will be no increase in fare for monthly and quarterly season tickets of second class and first class also

Similarly, there shall be no increase in the existing fares upto 200 km in the case of Sleeper Class Mail Express and ordinary trains But I do want the passengers to pay for longer journey and the fares shall be raised by 5% at all distances beyond 200 km in respect of these classes.

Indian economy is growing at a fast rate If railways has to keep ahead of the demand for transprotation, rail infrastructure will have to be developed in advance and at a higher rate. This would require large investments in railways' developmental work for which it will be necessary to raise extra resources As there is no other alternative, I have decided most unwillingly to raise the fare of higher classes. Therefore, fares of AC first class, AC 2-tier sleeper, AC 3-tier sleeper, AC Chair Car and first class mail and express will be increased by 10%. This increase of 10% will also be applicable on all Shatabdi Expresses, Rajdhani Expresses and August Kranti Express.

Mr Speaker, the parcel and luggage rates were last revised in April, 1993. With the increase in the cost of inputs, an upward revision of rates has become unavoidable. It is proposed to rationalise the parcel and laggage rates by replacing the existing scale of rates for all commodities However, there shall be no increase in the existing newspaper and magazine rates.

The proposals in regard to freight rates are as under .

(a) The existing freight rates of all commodities shall be enhanced by 10% at all distances. But this increase will not be applicable on the commodities used by the common man and the poor as I do not want to put extra burden on them I have, therefore, decided to exempt the following commodities from this increase

i Food-grains for Public Distribution System
ii Edible Salt
iii Edible Oil
iv Hydrogenated Oil
v Vegetable Oil Refined
vi. Sugar
vii. Fruits and Vegetables
viii Gur, Sakkar and Jaggery
ix Chemical Manures
x Organic Manures
xi Fodder and other Oil Cakes
xii. Oil Seeds
xiii Kerosene
xiv Liquified Petroleum Gas, and
xv Live-Stock

(b) The miminum distance for charges for movement shall be revised from 78 km to 100 km

These proposals will be effective from Ist August 1996 and are expected to yield an additional revenue of about Rs. 927 cr in the remaining eight months of the current financial year.

Again, I would like to tell the Hon'ble members that I had paucity of time and we have a paucity of funds as well. I would like to assure you that whenever you come to me. With your problems and demands. I'll sit and discuss them with you. I have taken into consideration your views earlier also and later on also we will consider it and I would like to assure this august House .. (*Interruptions*) I would like to assure my friends from Kerala and H P and also Shrimati Girija Vyas that we will sit together discuss it and will fied a solution.

Mr. Speaker, I would like to assure this august House that the resources thus generated will be utilised effectively for the expansion of the system and for strengthening it.

With these words, Mr Speaker, I commend the Railway Budget for 1996-97 to the House

[English]

MR. SPEAKER : The House stands adjourned for lunch to re-assemble at 2.45 p.m

13.45 hrs.

The Lok Sabha then adjourned for Lunch till Forty Minutes past Two of the Clock.

14.52 hrs.

The Lok Sabha re-assembled after Lunch at Fifty-Two Minutes past Fourteen of the Clock

(Mr. Deputy-Speaker *in the Chair*)

MR DEPUTY-SPEAKER Now we shall take up Matters under Rule 377

[English]

MATTERS UNDER RULE 377

(i) Need to Sanction Adequate funds for the implementation of Arba-Jhorabahal Community Irrigation Project, Orissa

KUMARI FRIDA TOPNO (Sundergarh) : Mr Deputy-Speaker, I draw the attention of the Government to the Arba-Jhorabahal Community Irrigation Project under Panposh Inegrated Tribal Developmnet Agency in Sundargarh parliamentary constituency. The Government of Orissa had requested the Union Government to santion a sum of Rs 9 crore for the Project The Union Government had sanctioned Rs. 3 58 crore for the implementation of the Head Project only. Now, the total cost of the project has been estimated at Rs 9 crore. Sir, if the project is implemented it would irrigate 4 000 acres of land in kharif season and 3.500 acres in rabi season in the first phase and 2.700 acres in rabi season during the second phase This will benefit 2.703 small and marginal farmers of which 2 464 belong to Scheduled Tribe community, 136 to Scheduled Caste and 103 to other communities, bulk of whom are below the poverty line. Sir, once the Project is materialised it would change the fortunes of these tribals

I would, therefore, request the Union Government to sanction Rs. 9 crore in favour of Arba-Jhorabahal Community Irrigation Project and place it under the disposal of Integrated Tribal Development Agency Panposh in the District of Sundargarh, Orissa.

(ii) Need to Develop Sitamarhi in Bihar as a Tourist Resort

SHRI NAWAL KISHORE RAI (Sitamarhi) : Sir, Sitamarhi which is the birth place of Sita, in Bihar is a very backward area. This place is a historic tourist *place and there are no facilities for tourists. I had taken* up this matter to develop this place as a tourist resort in the Tenth Lok Sabha also but no action seems to have been taken in this agard. Now I suggest the following points for developing this place as a historic place :

1. Sitamarhi should be put on the national tourist map and all facilities should be provided for tourists;
2. Muzafarpur-Sitamarhi new railway line should be approved this year; and
3. Patna-Muzafarpur-Sitamarhi road should be upgraded as a National Highway.

(iii) Need to Provide Adequate funds for Rural Health centres in the country and also Introduce Rural Health Policy

DR. ASIM BALA (Navadwip) : Primary Health Centres in the country are essential A number of health centres in the country are without doctors and medicines In rural centres, mostly poor villagers suffer from lack of health care. The main reason for their suffering in the health centres in the villages is, lack of proper funds in the Rural Health Policy. Moreover no infrastructure facilities are available in the rural hospitals I request the Union Government to provide necessary funds for medicine and introduce rural health policy in the country

(iv) Need to take steps to save the tanneries and leather industries Operating in Ambur and Vaniampadi from Closure

*SHRI D. VENUGOPAL (Tiruppattur) Sir, I wish to bring to the notice of the Government the hurdles posed by the concerted efforts the Government takes to control pollution in protecting the environment to the detriment of industrial growth Tanneries and leather industries are operating in Ambur and Vaniampadi for a long time These industries provide scope for economic activity and employment opportunity in this area which is otherwise industrially backward. Now, most of these leather industrial units are facing closure due to the implementation of pollution control measures. The people in these areas are more affected by the closure of these units than by the possible pollution that could be caused by these units. Apart from losing their livelihood, the people could not get any remedial or reclamatory process that could employ them in agricultural activity.

The country is also losing crores of valuable foreign exchange earned by many of these export-oriented

* English translation of the Speech
* Original delivered in Tamil